

# The Illustrated War News



WITH ONLY ITS TAIL-FINS SHOWING: AN UNEXPLODED AIR-TORPEDO BURIED IN THE GROUND.

*Photograph by Wyndham.*

# THE GREAT WAR.

IN a general situation growing daily more momentous has come the great tragedy of Lord Kitchener's death. His abrupt and unexpected passing on the smitten *Hampshire* gave greater poignancy to the blow that deprived us of a personality which has had our staunchest regard and has been our surest strength since the outbreak of the war. The position of Lord Kitchener was not merely official; it was national. His employment as Secretary for War was inevitable. There may be reason to debate upon his worth as a leader in strategy and tactics, but there is no doubt at all that popular imagination found in him its one natural military leader and adviser in the time of crisis. And, having elected him as such, was prepared to — and, in fact, actually did — accomplish all he asked. That this unequivocal reliance had reason behind it is also true. Lord Kitchener's reputation as an organiser, as a person supremely capable of making bricks with very little straw, rests not merely upon his work in his past campaigns, but is proved up to the hilt by his brilliant feat of bringing into being out of nothing, and in spite of an entanglement of difficulties, the tremendous armies we now possess. This was, indeed, his work and office, as this it is that makes his untimely death a tragedy rather than a calamity. There was, perhaps, great work for his gift of organisation to do; but the chief work was already done. Even if he had lived, the success or failure of this war depends upon what has already been done, and this was his doing. He died fittingly, as he had lived, in harness, still working on the great cause to which duty had

called him. Even though he has died, his work goes on—the end of the war will be of his fashioning.

It is a coincidence of meaning that it was to Russia that he was travelling, for Russia on the very day of his death was beginning to develop that line of great offensive which, perhaps, he had joined with others to plan. On the Monday of last week it became apparent that General Brusiloff was inaugurating the most powerful assault Russia has yet shown, and over a great front This line of attack runs from the Pripet swamps to the Roumanian border—some 250

miles—and is being carried out not only with the usual Slavic dash and courage, but with the happiest omens of strength in men and guns. The artillery play is, indeed, the most satisfactory note of the movement. The Germans speak of it as something almost unexpected; and the Austrians, who are bearing the brunt of the thrust, have been appalled and intimidated by it. Trenches that were considered impregnable against anything Russia could fire upon them have simply been battered to ruin. Over these shattered fortifications the Russian infantry have

swept with irresistible spirit. The Austrian line has been broken at several points, but so badly in the Lutsk area that the Austrians have retreated twenty miles and more, Lutsk has fallen with startling rapidity, and the Russians are pressing along the Stry and are holding out a threat to Kovel, a town of importance on the rail and communication routes. The actual break here is over one hundred miles, and the advance is being carried on in such a fashion that our



LORD KITCHENER AS A BABY ON HIS MOTHER'S LAP, WITH HIS ELDER BROTHER AND HIS SISTER: A PHOTOGRAPH FROM A FAMILY ALBUM.

Lord Kitchener's mother was a daughter of the Rev. John Chevallier, D.D., of Aspell Hall, Suffolk. She married Lieut.-Colonel H. H. Kitchener, of Cossington, Leicestershire, and Lord Kitchener was her second son. He was born and spent his youth in Ireland. We reproduce this photograph by permission of the "Illustrated London News," from that paper's special Kitchener Memorial Number, which contains numerous other unpublished early portraits and a full pictorial record of Lord Kitchener's career, together with a large photographic presentation-plate.

Ally is becoming a real menace to the flanks of the line that stretches northward from Pripet.

Further south, on the Strypa, the Russians are also going forward, and have brought their front beyond the river, especially in the Jazlovic sector below Trembovla. The whole offensive has an uncomfortable proximity to Lemberg, and not only eastern Galicia may be over-run, but the goodwill of the Roumanians may be involved in the fighting. In actual cost of battling the Austrians have lost some 107,000 prisoners and an amount of booty as yet uncounted; with wounds and deaths, the whole of the casualties to the Central Powers may well be 200,000 men, a tale of loss that should have decided effect in other fields of the war. It seems possible that such an offensive has been of excellent service to the Italians who are facing the great Austrian drive in the Tyrol; and it is possible, too, that it will force the hand of German commanders on other parts of the line, and lead them to inaugurate offensive movements for the relief of the Austrians. There are indications that help is being demanded from Hindenburg; there are suggestions that an attack might be launched against the Dvinsk front. But, so far, in energy and spirit, the initiative is entirely with the Russians. Hindenburg has been credited with saying of the Russians that next time they come on they will mean business. He is probably right.

In the West, the fighting about Verdun has been concentrated into a determined struggle to capture the fort of Vaux. The Germans have spent a costly week accomplishing this end, and only succeeded in gaining the broken works after terrible fighting

that completed the physical exhaustion of an already sorely tried garrison. To attain this end the concentration of artillery fire was again appalling, and the loss of men in the incessant attacks dismaying. Fort Vaux, like Fort Douaumont, was but a point in the system of defence. The approaches are still held by the French, and they must be won at the cost of extravagant effort. Even behind this un-



LEADER OF THE GREAT RUSSIAN OFFENSIVE AGAINST THE AUSTRIANS: GENERAL ALEXIS BRUSILOFF, COMMANDING THE SOUTHERN ARMIES.

Photograph by Record Press.

infantry and flame-jet attack west of the Meuse—against Hill 304—broke down.

The brisk fighting that has been going on west and south-west of the British hold at Ypres seems to be showing no determinate purpose. Following the German attack between Hooge and the Ypres-Menin railway that took place last week, the enemy has again shown an aggressive temper to the north of Hooge. On Tuesday a series of mines were exploded over a front of 2000 yards, and infantry assaults were launched. The majority of these attacks were failures, but at Hooge itself and a little to the north some ground was gained. On our part, we have been carrying out a great deal of raiding, the Austrians at Bois Grenier and the Gloucester



DROWNED WITH HIS CHIEF, LORD KITCHENER: THE COFFIN OF COLONEL FITZGERALD, IN ST. MATTHEW'S CHURCH, WESTMINSTER.

The body of Lieut.-Col. O. A. G. FitzGerald, Lord Kitchener's personal military secretary, was recovered from the sea and brought to London. The coffin was placed in All Souls' Chapel of St. Matthew's Church in Great Peter Street, Westminster.—[Photo. by L.N.A.]

Regiment at Neuve Chapelle doing particularly well. Mining and gunnery activity is playing a great part in the fighting just now, and from neutrals and unofficials we learn that the general tendency of the actions are severe. The British, however, are showing a wise patience, and their effort, when it comes, will certainly be at a time of their own choosing.

The stamp of our own truth has been shown by the acknowledged falsehood of the Germans with regard to the Jutland battle. We can see now how well the severity of our own Admiralty statements stands the test in view of the mendacity of those of the enemy. We can see that the "military necessity" of proclaiming a victory led the Germans to suppress the fact that two more at least of their ships had been sunk. It does not increase the good opinion of neutrals to learn that one of those ships was—curiously—one of the latest and best of the German battle-cruisers. The *Lutow* was the sister-ship to the *Derfflinger*, a 28,000-ton boat, finished only last year. The *Rostock* was a smaller vessel of the light-cruiser type. What the disclosure of this duplicity may mean to Germany we cannot say, but among the neutrals and among ourselves the feeling that the official German statements about the battle are deliberately false has received confirmation. Germany, too, has placed herself in a hopeless position. After she has shown that she is ready to make reports read to her own advantage it will be impossible to convince outsiders that she is not still doing this.

The very reticence of the British official and semi-official communiqués is in itself gradually proving that the sea battle was all to our favour. After all, to take the German way of looking at

things—that is, the outlook that works out victory by means of tonnage—we can, with their own mathematics, place the victory very certainly on our side. The Germans say they won because—in official reports—they sank a greater number of

tons than we did. The way we should look at it is not in tons lost, but in tons remaining—that is, tons which still have to be sunk. Even taking German reports as veracious as well as our own—that is, crediting the Germans with only eleven ships sunk instead of our estimate of eighteen—it is obvious that a process of attrition that loses eleven good vessels in order to sink fourteen of ours leaves the enemy very much on the debit side against our greater preponderance. In Italy the Austrian assault, though still vehement, has shown signs of slowing up in movement. The Russian advance, no less than the new Italian line of defence, appears to be taking the sting out of the enemy invasion. Affairs in Greece appear to be critical. There have, apparently, been some advance encounters with the Bulgarians, but

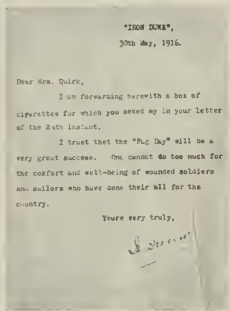
nothing of definite nature. Politically the Allies appear to feel that they have come to the end

of their patience with the Greek Government, and General Sarraïl is handling matters firmly in Salonika. The surrender of Greek territory to the Bulgarians, too, has led the Allies to take precautionary measures, and a stringency verging on a blockade has been brought to bear on Greek ports. On their side the Greeks are said to have demobilised all but four of their classes. Whether this was done to placate

the Allies is not positive. The situation is certainly unsettled, and developments may be interesting.

LONDON: JUNE 12, 1916.

W. DOUGLAS NEWTON.



ADMIRAL JELlicoe's EVE-OF-BATTLE GIFT FOR THE WOUNDED: A LETTER SOLD FOR 17 GUINEAS FOR THE FUNDS OF "FAG DAY."

The letter is dated May 30. The battle began on May 31.

Photograph by News Illustrations Co.



A SOUVENIR OF THE GREAT NAVAL BATTLE: FRAGMENTS OF A GERMAN SHELL WHICH LANDED ON A BRITISH SHIP BUT DID LITTLE DAMAGE.

Photograph by C.N.





## Life-Belt Drill on Board a British Transport.



### A WISE PRECAUTION, DESPITE OUR MASTERY OF THE SEA: TRAINING TROOPS TO BE READY.

Life-belt drill on board a British transport, as shown here, is the regularly established custom at sea for all ships. A modified form of it has long been the usage on board passenger-ships of certain lines. It used to be a weekly practice on board the former-day Indian troop-ships (the "Serapis," "Malabar," etc.), in accordance with the naval custom, the Navy in those days "running" the

troopers for the War Office. A canvas cover containing cork comprises the life-belts. Securely as Britain holds the command of the sea—more securely than ever now, since the battle off Jutland—accidents from collision, fire, incidentally (in war-time) from submarines—must occur from time to time, and the precautionary measure shown is only in the natural order of things.—[Photo, by C.N.]

## Gilbert the Airman's Escape: His Arrival in Paris.



## A LUCKY THIRD TRY: THE FAMOUS FRENCH AIRMAN GILBERT ON ESCAPING FROM INTERNMENT.

In the upper illustration Gilbert is seen in front, on the steps of a taxi in Paris, amidst a crowd of spectators. In the lower illustration he is seen wearing his decorations, after reporting himself at the War Ministry. Last summer Eugene Gilbert had made a successful bombing raid on the Zeppelin building-sheds by Lake Constance, when machine trouble made him descend in Swiss

territory. He was interned and first escaped last August; but, owing to a technical irregularity as to the time of giving back his parole, the French authorities sent him back. Last February he escaped again, disguised as an old woman, but was recaptured. Though watched night and day, he escaped the third time successfully on May 24.—[Photo, by C.N.]



## The Price of Air Supremacy Paid by a British Airman.



### HOW OUR ALLIES UNITE IN HONOURING OUR HEROES: AT THE FUNERAL OF ONE OF OUR AIRMEN.

A French escort of honour of infantry head the procession, marching in advance of the funeral car, which bears wreaths from British and French on the coffin and displays both the British and French flags. After the small band of mourners is seen, marching with arms reversed, the khaki-garbed party of British soldiers who, at the graveside, will form the firing-party for the

three final volleys. The British airman whose funeral procession it is died in a hospital in a French town a little way in rear of the firing trenches, from the wounds that he had received in action with an enemy's airman. At all military funerals of British officers and men who die in hospital in France, our French allies jointly render the last honours.—[Photo. by C.N.]



## Zeppelin "L 85" as a Warning and Trophy at Salonika.



## SALVING THE WRECKAGE IN THE VARDAR MARSHES: SERBIAN SOLDIERS REMOVING BOMBS.

A French non-commissioned officer, and men of a Serbian fatigue-party who assisted, are seen in the upper illustration removing bombs from among the debris of Zeppelin "L 85," which was brought down by gun-fire of the war-ships in Salonika harbour on May 5. In the lower illustration, one of the Serbians is seen taking his mid-day siesta, the soldier's head pillowed on one bomb

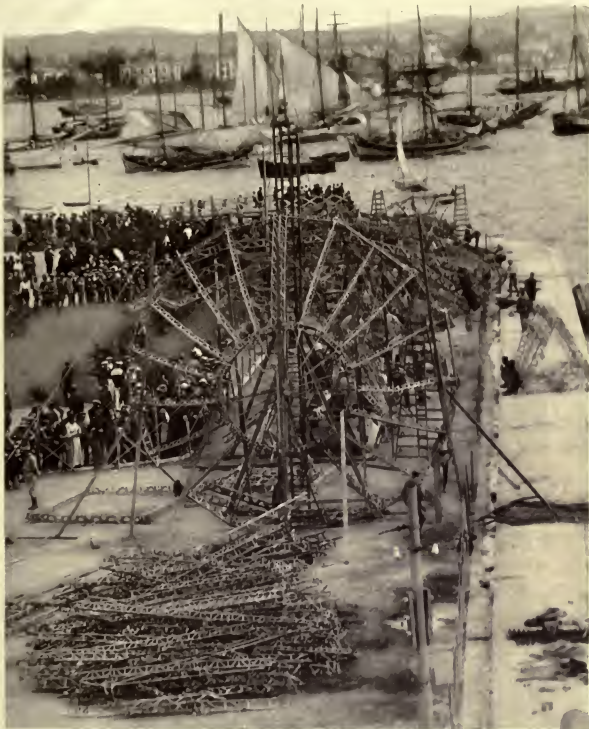
and with two others lying on the mud at either side of him. The Zeppelin fell in the marshes at the mouth of the Vardar a few miles to the west of Salonika, and was reduced to a tangled mass of steel girders and lattice-work. The Zeppelin was beaten off before the Germans had had time to drop most of their bombs, and these the Allies set to work to recover for conveyance to

*(Continued opposite.)*





## Zeppelin "L 85" as a Warning and Trophy at Salonika.



## REBUILDING THE AIRSHIP'S FRAME ON A QUAY AT SALONIKA: ERECTING GIRDERS

*(Continued.)*

Salonika, with the framework of the airship for setting up prominently as a trophy and object-lesson and warning to all whom it might concern. The illustration on this page shows the work of reconstruction in progress. It was taken in hand by French mechanics, the site selected for the rebuilding being at the side of one of the quays, in full view of the shipping in the harbour,

on the open space round the White Tower of Salonika, the great central object of interest of the city. The wreckage of the aluminum framework of the Zeppelin was got up with considerable difficulty from the mud of the Vardar marshes and transported round to Salonika in barges.—[Press Bureau Photograph; supplied by Central Press.]

## THE BEGINNINGS OF WAR-MACHINES: SUBMARINE MINES.

THE first development of this form of attack took place about 1777, when David Bushnell, inventor of an early submarine-boat, constructed several ingenious contrivances for attacking the British Fleet blockading the American coast.

Fig. 1 shows a slight modification of one of this inventor's weapons. A wooden barrel or cask (b) was charged with gunpowder, after being coated with pitch to make it watertight. Conical ends (c c) built from light timber were attached to the ends of the barrel, and sensitive percussion fuses (f) screwed into the upper portion. The ends of these fuses projected sufficiently far to make contact with a ship's bottom if the vessel touched the mine when passing over it. The contrivance was moored to an anchor weight at the desired depth below the surface.

Fig. 2 illustrates a method of fixing a group of mines in a frame, for use in shallow waters, the mines themselves (m) being attached to the upper ends of a number of wooden beams whose lower ends rested on the river bottom and were made secure there. Several of such mines placed in echelon (Fig. 8) formed a very effective obstruction in a narrow waterway, and were extensively used as such in the American Civil War (1863). The mines of the device shown in Fig. 3 consisted of cast-iron cones with suitable "feet" for bolting down to the wooden beams, fired by a contact-fuse.

A submarine-mine designed by Robert Fulton is shown in Fig. 4., the mooring cable of which passed through an eyelet (e) in a 50 lb. weight, in order to maintain a horizontal pull on the anchor regardless of the swing of the mine under the influence of the tide (see broken lines). The explosive charge was contained in a hollow drum supported by cork floats attached to its sides. On the top of the drum was fixed a box containing

the firing device, operated on the contact of an upstanding lever (l) with a ship's bottom. In the absence of any current, the mine floated vertically (v), but assumed a sloping position during other tide conditions (see arrows).

Fig. 5 shows a mine designed to resist destruction or removal by mine-sweepers. The explosive chamber of this contrivance was attached to the top end of a vertical stem (s), the lower end of which was secured to an anchor weight (w) by means of a "universal" joint, enabling the mine to oscillate freely in any direction. A length of cable (c) connected the anchor weight with

the fuse of a second explosive chamber lying on the sea-bottom, called the "Devil Circumventor" (D C). If the trawl of a mine-sweeper came in contact with the stem of this mine the upper end of the latter was pulled over by the trawl until the cable slipped over it, and so freed itself. If the mine was observed and hauled to the surface, the fuse in the "Devil Circumventor" was pulled and an explosion occurred to damage the boat trying to remove the mine.

Fig. 6 shows Singer's Mechanical Mine, a sheet-metal conical explosive-chamber anchored to the sea-bottom, having a detachable weight (w) balanced on the top of it, connected with a firing device by means of a short length of

cable (c). Contact with a passing vessel displaced the weight, which fired the mine during its fall by a pull on the cable. A safety-pin (p) received the pull instead of the fuse if the weight were displaced.

Fig. 7 shows a section of a cylindrical explosive-chamber with a firing-pin passing along its axis. The inner end of this firing-pin was dressed with fulminate, whilst its outer end was attached to drift-wood to foul the propeller of a passing vessel. The firing-pin being pulled, the mine exploded.



FIG. 8.—AN AMERICAN CIVIL WAR TYPE: FRAME MINES LAID ACROSS A CHANNEL.

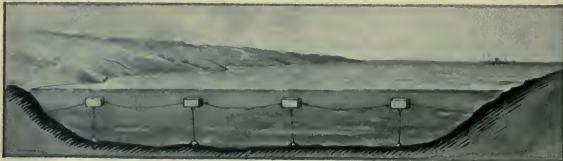
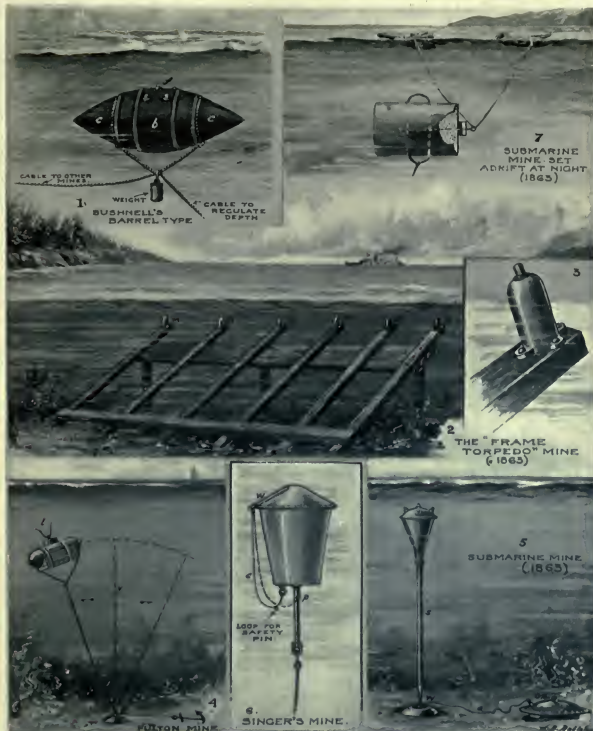


FIG. 9.—AN AMERICAN CIVIL WAR TYPE: SHALLOW CHANNEL "ANTI-GUN-BOT" MINES.

A ship passing between the mines would foul the connecting-wire and draw the two adjacent mines against her bows, with a resulting explosion.



# Beginnings of Modern War-Machines: Submarine Mines.



## IN IDEA, SUGGESTING SOME MODERN TYPES: DEVELOPMENTS, DURING NINETY YEARS.

A remarkably curious and instructive feature of certain of these illustrations—of the submarine-mine types that they show—is their general resemblance in regard to details of the appliances for exploding the mines to modern submarine-mine appliances. Particularly is this traceable in connection with some of the earlier anchored mines. The Bushnell type of a century and a-half ago,

and the Fulton type of just over a hundred years ago, have for, example, strikers meant to detonate on being collided with, just like the "horns" of the modern mines which the Germans scatter broadcast. The German "linked mine" method can similarly be traced back directly to the American Civil War device of 1864, illustrated as Fig. 9 on the previous page.

## The Australian Premier Sees His Own Men in France.



### MR. HUGHES'S VISIT TO THE AUSTRALIANS IN FRANCE: THE INSPECTION AND MARCH-PAST.

The Prime Minister of the Australian Commonwealth, the Hon. W. M. Hughes, is seen in the upper illustration on the occasion of an inspection of the Australian troops in France held during his recent visit to the Commonwealth Contingent on the Western Front. He crossed to France in the last week of May. The Australian Premier, with members of the "Anzac" headquarters' staff, and other

officers, is passing along the front of the line drawn up in review formation in open order, officers in front, on the parade ground, which was an orchard on the outskirts of a small town in Northern France. In the lower illustration one of the regiments of the contingent is seen marching past the Premier along the high road.—[Press Bureau Photograph; supplied by News, Illus.]





## Lady Angela forbes' Bath-House at the front.



### LADY ANGELA'S ENTERPRISE: AT HER BATH-HOUSE WITHIN SOUND OF THE GUNS.

Our first photograph shows Lady Angela Forbes sitting outside the bath-house in France, which is one of the various efforts to help our soldiers for which she is working, chatting cheerily with the men who are waiting their turn. Our second photograph also shows her talking to the soldiers, amongst whom is a lad so eager to do something for his country that he smuggled himself in with

a draft although he is only fifteen. His zeal was appreciated, and some work has been found for him as a helper in the buffet. Lady Angela Forbes is a sister of Millicent, Duchess of Sutherland, and also of the Earl of Roslyn, and is always a willing and energetic helper when any works of benevolence are to the fore, as in the case illustrated in our photographs.—[Photos. by C.N.]

## ROMANCES OF THE REGIMENTS : No. I.—THE ROYAL ENGINEERS.

### THE PARTING OF TWO FAMOUS SAPPERS.

THERE is a minor incident in the annals of the Royal Engineers, quite apart from the regiment's long and famous record of military exploits, which, although a quiet personal happening, is as romantic as any story of siege or assault. Although remembered, for the most part, only by specialists in military history, this event may claim a place among the world's famous partings, for it has in it that pathos and finality, touched with the sense of coming doom, which marks such scenes as the farewell of Hector and Andromache, or that last episode at Toledo Bridge, when the student-admirer of Cervantes took leave for ever of his dying master "the All-Famous and Joy of the Muses," and sadly turned aside to go round by the bridge leading to Segovia. Akin to such human documents is the parting of two illustrious Engineer officers, Graham and Gordon.

Colonel (afterwards Lieutenant-General) Sir Gerald Graham, and General Gordon were very old friends, comrades in the Crimea and in China. It was a curious chance, entirely in accordance with the eternal fitness of things, that the last glimpse of the hero of Khartoum, before he plunged into the desert from which he was never to return, should have been vouchsafed to a brother Sapper, whose sense of the picturesque significance of the moment enabled him to do it justice in a simple but adequate record. Graham, who had served with great distinction through the first Egyptian Campaign, was in Cairo, commanding an infantry brigade of the Army of Occupation, when Gordon came out on his mission to the Soudan in January 1884. During Gordon's brief halt in Cairo the two men saw as much of each other as possible, and when the time came for Gordon to push southward, Graham decided to see him on his way as far as Korosko.

The caravan set out about eight o'clock in the morning. Gordon mounted his camel and bade Graham "good-bye," but the latter,

reluctant to say the last word so soon, still walked on by his friend's side. Seeing this, Gordon dismounted, and for a time the two went on together on foot. Graham took minute notice of the accessories of the scene, and has left an account of details which add to its picturesqueness. At the head of the caravan rode a son of the Sheikh of Berber, armed with the great cross-hilted sword and the shield of rhinoceros hide familiar in pictures of Soudan warfare. Another son of the Sheikh's, Ahmed, a handsome young man, was similarly armed; and both the Arab brothers carried very old flint-lock double-barrelled pistols, the only weapons borne by the party, with the exception of Stewart's revolver.

Gordon himself carried no arms, and the unwarlike equipment of the expedition was altogether in accordance with the spirit in which the chief had undertaken his mission on that evening at Charing Cross not long before, when, without ceremony and unobserved, he shook hands with the Duke of Connaught and stepped quietly into the train for

Dover. Another unwarlike touch was shortly afterwards added to the incident, a touch almost serio-comic, and quaintly reminiscent of that cane which was Gordon's only weapon in the tightest places in China long ago. Just at the last moment,

he presented Graham with a silver-mounted kourbash, the long, heavy Soudan riding-whip of hippopotamus hide: "Take it," he said; "and say that it is a token that the reign of the kourbash in the Soudan is over."

Then, as if to emphasise his intention to carry into the Soudan not a sword, but peace, Gordon took, in exchange for the kourbash, Graham's umbrella! He had lost his own. He had now remounted, and beside him rode young Ahmed, on a beautiful white camel. A little farther, and it was time for Graham to turn back.

He has left a careful account of the place where he last saw Gordon. It was wild and

(Continued overleaf.)



ONE OF OUR "ANZACS" ON THE WESTERN FRONT: EXPERIMENTING WITH A MODEL AEROPLANE CONSTRUCTED WHILE IN THE TRENCHES.

Official Press Bureau Photograph; supplied by L.N.A.



## The Clergyman V.C. of the Great War on Leave.



### FROM THE BATTLEFIELD OF ST. ELOI TO ST. PAUL'S, DEPTFORD: THE REV. E. N. MELLISH, V.C.

It was on Easter Monday that the General Officer Commanding the Division to which the Rev. Edward Noel Mellish is attached, pinned upon his breast the ribbon of the Victoria Cross, awarded for his courage and devotion in succouring the wounded at St. Eloi. On June 4 the brave curate of St. Paul's, Deptford, returned to his church on leave; and our photograph shows him the following

morning at St. Paul's, where he conducted a special children's service. Mr. Mellish is more than six feet in height and very popular, especially with children, to whom he is notably gentle. He has seen both service and adventure in South Africa, where he was in Baden-Powell's Police, and served in the South African War.—(Photo. by Illustrations Bureau.)

desolate, amid desert covered with a series of volcanic hills. Scott, Stewart's aide-de-camp, compared it to a miniature Switzerland. But Graham noted the incompleteness of that comparison, for there, he wrote, were no fertile valleys, no bright sun-clad peaks, no thriving population—nothing between the hills but black basins, or ravines, dry, dark and desolate of all vegetation, looking like separate entrances to the pit, where those who entered might leave hope behind. The forbidding features of the region accorded well with Graham's mood at the moment, and drove his thoughts back to Hicks Pasha with his doomed army coming into such a ravine after forty days in the wilderness, utterly spent and worn out, only to find the dark crests of the surrounding heights lined with a fierce, exultant enemy.

Still unwilling to lose sight of his friend, Graham climbed the highest of the hills with Scott, and through a glass watched Gordon and the little caravan, as his camels threaded their way along a sandy valley. "I watched, hoping that he would turn round, so that I might give him one more

sign; but he rode on until he turned the dark side of one of the hills and I saw him no more. Sadly we returned to our steamer, and I felt a gloomy foreboding that I should never see Gordon again."

Graham's intuition was right. It was his everlasting regret that he did not on his own responsibility send troops to Berber, to relieve the pressure on Khartoum, as he could have done

after Tamai. But the Government vetoed his request for permission to advance. "Though not allowed," Graham writes, "the honour of being Gordon's deliverer, though sorrowing with all England, with the added grief of one who has lost a dear friend, it is yet some consolation to me to know that Gordon, in the midst of his bitter reflections when alone at Khartoum, acquitted me, and the gallant little force I had the honour to command, of all unreadiness or disinclination to advance to his

rescue." In a triple sense Khartoum is a Sapper's romance, for it was another great Sapper who, years later, retook the town, avenged Gordon, and true to Gordon's spirit, gave him a memorial after his own heart—the college that bears his name.



WITH OUR MEN IN MESOPOTAMIA: AN AFTERNOON'S OFF-DUTY RIVER-OUTING IN A "BELLUM."

"Bellum" is the local name on the Shatt-el-Arab, in Lower Mesopotamia, for the commonest type of native paddling craft. As seen here, it has amidships much the same "tipple" look as has a Thames gondola; with ends that seem vaguely suggestive of a Venetian gondola.—[Photo, by G.N.]



WITH THE ROYAL FLYING CORPS IN MESOPOTAMIA: ARAB COOLIES CARRYING IN AN AEROPLANE WING-FRAME FOR REPAIRS.

For the necessary fetching and carrying between the hangars and the British mechanics' repairing-shops, or sheds, hired Arabs from the villages are employed as coolies to save our men from unnecessary toil and fatigue. They have hard enough work as it is.—[Photo, by G.N.]





## Mourning for Lord Kitchener: Changing the Guard.



### "OFFICERS ARE TO WEAR CRAPE ON THE LEFT ARM": AT BUCKINGHAM PALACE, JUNE 7, 1916.

On June 6 an Army Order was issued in the following terms: "Death of Lord Kitchener—Orders for Mourning. His Majesty the King commands that Officers of the Army shall wear mourning with their uniforms on the melancholy occasion of the death of the late Field-Marshal the Right Honourable H. H. Earl Kitchener of Khartoum, K.G., K.P., G.C.B., O.M., G.C.S.I., G.C.M.G., G.C.I.E.,

Colonel Commandant Royal Engineers, Colonel Irish Guards, Secretary of State for War, for a period of one week commencing 7th day of June, 1916. Officers are to wear crape on the left arm of the uniform and of the great-coat. By Command of the Army Council, R. H. Brade." Our photograph shows officers when changing guard at Buckingham Palace on June 7.—[Photo. by Topical.]

# Lord Kitchener's Country Seat, Broome Park, Kent.



## WHERE LORD KITCHENER ENTERTAINED WOUNDED SOLDIERS: THE MAIN APPROACH TO THE HOUSE.

Broome Park, Lord Kitchener's country seat, is a Kentish mansion at Denton, about midway between Canterbury and Folkestone. Lord Kitchener purchased the property some five years ago, and had spent a considerable sum on its restoration and renovation. Whenever he had a brief interval off duty from the toll of Whitehall, since the war began, he liked to go down to Broome Park,

where on several occasions he received parties of wounded soldiers, mostly from Folkestone. He took special pains to make the men feel at home, and proved an ideal host. Only a few days before leaving England for the last time, Lord Kitchener entertained a large party of wounded soldiers with nurses, and was photographed among them.—[Photos. by S. and G. and G.P.U.]



## The Last Photograph taken of Lord Kitchener.



### LORD KITCHENER'S LAST LONDON APPEARANCE: GOING TO MEET M.P.'S AT WESTMINSTER.

This is the last photograph taken of Lord Kitchener while in London. It was taken on June 8, the day on which Lord Kitchener met, by a special arrangement, a number (about two hundred) of Members of Parliament desirous of information it was not in the public interest to discuss publicly in the House of Commons. In the words of the brief officially issued report, he

"made a statement reviewing certain aspects of the war, and replying to certain criticisms of Army administration. Subsequently he answered a number of questions put to him." Within a few hours of the unprecedented gathering, he had left London, with his personal staff, and was on his way to take ship for Russia on board the cruiser "Hampshire."—[Photo, Farrington Photo. Co.]

Mourned by the Nation and her Allies: Lord Kitchener.







**FIELD-MARSHAL EARL KITCHENER OF KHARTOUM AND OF BROOME : BORN, JUNE 24, 1856 ; DIED, JUNE 5, 1916.**

Field-Marshal Horatio Herbert Kitchener, K.G., P.C., O.M., etc., first Earl Kitchener of Khartoum and of Broome, was son of the late Lieut.-Colonel Henry Horatio Kitchener (13th Dragoons), of Cosington, Leicester. He was born on June 24, 1856, educated at the Royal Military Academy, Woolwich, and entered the Royal Engineers, 1871. He served in the Soudan Campaign, 1883-5 ; at Handoub, 1888 (severely wounded) ; Dongola Expedition, 1896 ; Nile Expedition, 1897-8 ; Soudan Campaign, 1898 (Khedive's medal, with five clasps, peerage, G.C.B., specially thanked by both

Houses of Parliament, granted £30,000) ; and in S. Africa, 1899-1902, first as Chief of the Staff, and subsequently as Commander-in-Chief (thanked by Parliament, promoted General, created Viscount, granted £50,000), and acted as High Commissioner of S. Africa and Administrator of Transvaal and of Orange River Colony, 1901 ; was A.D.C. to Queen Victoria, 1888-96 ; Sirdar of Egyptian Army, 1892-99 ; Governor-General of the Soudan, 1899, and Commander-in-Chief in India, 1902-9 ; Agent and Consul-General in Egypt, 1911, and Secretary of State for War, 1914.

## Lord Kitchener's Dardanelles Visit of Inspection.



## THE BRITISH WAR MINISTER'S CRITICAL EXAMINATION: AT EACH END OF THE POSITION.

In the upper of these illustrations Lord Kitchener is seen, during his tour of inspection to the Dardanelles, visiting the interior of Fort Sedd-ul-Bahr, one of the Gallipoli Peninsula forts guarding the entrance to the Straits, which was taken during an early naval bombardment. Marks of the British shells may be observed on some of the fort buildings. In the lower illustration, Lord

Kitchener (the second from the right) is seen in one of the advanced trenches on the side of Anzac and Suvla Bay. The War Minister's visit, it will be remembered, was specially undertaken with the object of obtaining first-hand information as to the actual conditions on Gallipoli, and the evacuation was decided on by the Cabinet on Lord Kitchener's return.—[Photos. by C.N.]



## Lord Kitchener and the Allies—France.



### BRITISH WAR. MINISTER AND FRENCH GENERALISSIMO: LORD KITCHENER AND GENERAL JOFFRE.

Lord Kitchener is seen, on the occasion of General Joffre's visit to London last October, leaving the War Office with his distinguished guest. After the war began, Lord Kitchener paid at least five visits to the French front, and saw the Commander-in-Chief of the Allies, both there and in Paris, and also at Calais. With General Joffre, he inspected one of the French Armies; also some of our

troops in France, and jointly reviewed troops of all arms of both Armies. It was at General Joffre's hands also that Lord Kitchener received the prized decoration of the French war medal of 1870, specially awarded him for his service as a Volunteer in France with Chanzy's Garden Mobs. Frank cordiality existed between Lord Kitchener and General Joffre.—[Photo, by Newspaper Illustrations.]



## Lord Kitchener and the Allies—Italy.



### THE BRITISH WAR MINISTER AND THE ITALIAN GENERALISSIMO: KITCHENER AND CADORNA.

Lord Kitchener is seen here at his meeting in London with General Cadorna, the leader of the Italian Armies, which took place last March. It was their second meeting during the war. The first was at the time of Lord Kitchener's visit of inspection to the Dardanelles. On his way back to England, he paid a visit to the Italian Army, and, after being met by General Cadorna in Rome,

accompanied him on a tour of inspection along portions of the Italian front. On a third occasion, at one of the general War Councils of the Allied Commanders and War Ministers held in France, Lord Kitchener and General Cadorna also met. On other occasions Lord Kitchener held counsel with the Italian War Council delegate, General Porro.—[Photo, by S. and G.]





## Lord Kitchener with the Allies—Russia.



## IN LONDON: LORD KITCHENER INSPECTING THE RUSSIAN CONTINGENT ON SPECIAL DUTY HERE.

In this photograph Lord Kitchener is seen holding his inspection in London of the men of the contingent of Russian soldiers who some weeks ago came to England in connection, it was stated, with certain munitions arrangements. It was while on his way to visit the Russian Army Headquarters on a "special mission to the Emperor of Russia," as the King's message to the Army states,

and at the particular invitation, it is also said, of the Emperor Nicholas, that Lord Kitchener met his death in the disaster to the cruiser "Mammoth." Both in London and in Paris during the past six months, Lord Kitchener met the Russian special delegate to the War Council of the Allies, General Jilinski, one of the Heads of the Imperial General Staff.—[Photo, by C.N.]

## THINGS DONE: I.—THE ROYAL HORSE AND FIELD ARTILLERY.

A WISE and fearless man can, even now, divide the functions of the Royal Regiment of Artillery into two groups, though it must be confessed that, in the time before war went to earth and stayed there, one felt easier and less daring in insisting upon the fact that artillery was light and mobile, as well as heavy and more or less fixed in position. However, even to-day, when strange and censored guns and groupings are making their appearances in the *cul-de-sac* of war, the laws that govern the administration of Army groups help us, and we can say, with the War Office behind us, that the Royal Regiment is separated into two corps—the Horse and Field (the light and mobile) and the Garrison Artillery, which is the slow and heavy. In the latter

grouping might be included the Howitzer Batteries, though, until war came to confuse us, these were usually brigaded with the Field. To place trench-mortars, bomb-throwers, and aerial-torpedo casters must be left to the military historian of the future. He is sure to be a fellow heroic

in his attack on knotty problems. Of the Royal Regiment, the corps of Horse and Field gunners takes the pride of place. They do this not merely

because one of the branches—the Royal Horse—has won for itself the honour of the first in precedence, "The Right of Line," but because in those times when war is reasonable they are inevitably into the battle with the first of the fighting.

The characteristic of the Horse and Field Artillery is mobility, and of the Horse Artillery itself an even greater mobility. With moving troops, cavalry and infantry, the office of the R.H.A. is to march with the cavalry. Wherever a horseman can go, the R.H.A. is expected to go—and, also, it goes. Over rough ground or smooth ground, with flying reconnaissance or rapid turning movement, the Horse gunners ride to give the squadrons their

moral and metallic support. It is the same in retirement. Where the swifter, more fluent

cavalry are used to cover retreat, the R.H.A. remain to cover all.

To this end the R.H.A. is built light. It has six guns to a battery, as the R.F.A.; but its gun is lighter than the R.F.A. 18-pounder gun, for it is a 13-pounder, and the weight of the piece is 3 cwt.

lighter than the 9 cwt. of the R.F.A. Also it mounts all its men, and does not carry them on the limbers. Some people seem to think that the



ONE OF THE GUNS FOR WHICH MUNITION-WORKERS ARE ASKED TO DO THEIR BEST: A HEAVY BRITISH HOWITZER IN ACTION ON THE WESTERN FRONT; WITH ITS SHELLS AND CARTRIDGES IN REAR.

Press Bureau Photograph; supplied by Central Press.



ANOTHER OF OUR HEAVY HOWITZERS DOING ITS "BIT" ON THE WESTERN FRONT: THE ARRIVAL OF SHELLS BY TRENCH-RAILWAY.

Press Bureau Photograph; supplied by Central Press.

(Continued overleaf.)

## Switzerland's Welcome to Exchanged British Prisoners.



### OVERWHELMED WITH KINDNESS: THE FIRST TRAIN WITH EXCHANGED BRITISH PRISONERS AT ZÜRICH.

Both these photographs were taken in the station at Zürich, during the half-hour's halt of the first train bringing exchanged British prisoners of war from Germany to be interned in Switzerland. In our last number, it may be recalled, we gave a photograph of their place of internment, Château d'Oex, near Montreux. From the moment of their arrival on Swiss territory the train-load of disabled

British soldiers and sailors received a most hearty and generous welcome. At Zürich, and at every other station where they halted, presents of flowers, cigars and cigarettes, sweets, papers, and so on, were showered upon them. It was a triumphal progress, and our men were deeply touched by the kindness of the Swiss people, which was beyond anything they had expected.—[Photos. by *Aluf.*]

fact that the R.H.A. does not carry gunners on the limbers is the chief difference between Horse and Field batteries. This is not quite the truth. The difference lies in the fact that the R.I.A. cannot afford to risk carrying gunners on the limbers. Watch the corps charging headlong, teams stretching, traces taut (as is the resolute

smashing the ranks of the enemy facing it—that is, killing men. Therefore its natural means of striking is a man-killing shell, a shrapnel shell. Both Horse and Field guns use shrapnel almost exclusively, and they use it against regiments rather than against placements. Shrapnel is a shell which, bursting at a given range, drives from three

to four hundred bullets into an enemy gathered in mass. These shells, with their hundreds of potential deaths, are fired against the enemy when his ranks are holding firm and his resistance must be broken, or when his ranks are coming on strongly either to reinforce or to attack and must be checked. The shells are also fired to support our own infantry in defence by keeping down the energy either of the opposing infantry or of opposing gunners, and also to support our own infantry attacks by breaking down the opposition and weakening any possible resistance to an effective charge. The best work of the Horse and Field Artillery is thus done against troops in the open, but they also do good service against troops under cover, either by keeping them pinned down to their lines, or by spreading a zone of shrapnel behind the lines and preventing supports from

coming up, or by firing on moving trains, convoys, parked matériel—guns, munitions, food stuff—

etiquette), and guns bumping along behind like toys over ground that would ruin the constitution of a dray, and the point of this will be realised at once.

The Royal Field Artillery is more leisurely, but still swift. The R.F.A. conforms to the movement of armies rather than outposts, yet a high degree of movement is required of it. It must be well up in the first moments of the engagement. It must be ready to move swiftly, so as to concentrate upon given points of the fight; it must be as ready to race off to strengthen a flanking thrust as to meet unexpected pressure at a distant part of the field. It must go into battle close up to the line of assaulting battalions, and keep on moving up with those battalions through all the stages of advance. It must be as ready to fall back as the most swiftly retiring ranks of infantry.

The special functions of this horsed and mobile artillery gives it special methods and special means of striking. Its objects and ambitions do not lie in the direction of battering fortresses—or even, if it can help itself, smashing trenches—for that is the object of the "Heavies," but in

coming up, or by firing on moving trains, convoys, parked matériel—guns, munitions, food stuff—



WORK THEY FOUND ALMOST IMPOSSIBLE ON THE ROCK-BOUND PLATEAU OF GALLIPOLI: AUSTRALIAN PIONEERS FILLING SANDBAGS IN REAR OF THE TRENCHES ON THE WESTERN FRONT.

*Press Bureau Photograph; supplied by Central Press.*



READY AT A MOMENT'S NOTICE TO FALL IN AND MAN THE PARAPETS: AUSTRALIANS OFF DUTY IN A SAND-BAG-BUILT TRENCH IN FLANDERS.

*Press Bureau Photograph; supplied by Central Press.*

marching troops, or anything else that would, but for them, be used in action against us. But primarily they are the friends, comrades, and protectors of mobile troops.—W. DOUGLAS NEWTON.



## Battle-Scars from the Great Sea-fight.



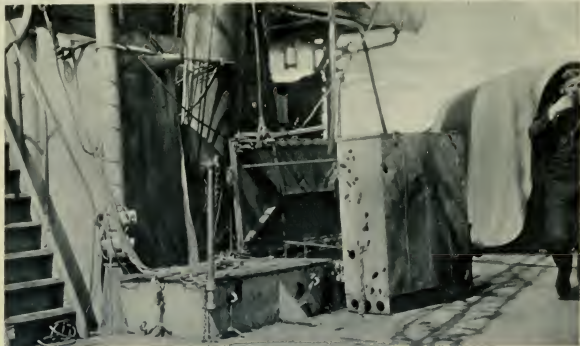
### AFTER THE GREAT NAVAL BATTLE OFF JUTLAND: MARKS OF GERMAN SHELLS ON BRITISH WAR-SHIPS.

The upper photograph shows the battle-scarred side of a British war-ship which took part in the great sea-fight. The shell-hole on the left is seen stopped up with bedding. An enlarged view of this shell-hole is given on another page in this number. The lower photograph shows the mast and upper works of a British war-ship also damaged. All the British battle-cruisers which emerged from

the encounter, it is said, bear marks of the enemy's shot, but the damage was comparatively slight in view of the fact that the heaviest guns in the German Navy had been turned on them for hours in overwhelming force. It appears certain, on the other hand, that the German ships suffered very heavily from our fire, apart from those which were actually sunk.—[Photos. by G.N.]



## Marks of the Great Battle on British War-Ships.



### BRITISH WAR-SHIPS SCARRED IN THE GREAT NAVAL BATTLE : SHOT-HOLES AND DÉBRIS ON DECK.

The upper photograph shows the deck of a British war-ship which participated in the great naval battle. Among other signs of conflict may be noted a tank riddled with shot. In the lower photograph is seen a heap of debris, also on the deck of a British ship that fought in the action. As some of our other photographs show, bedding was used to stop up shell-holes torn in the sides of

our ships. The general consensus of naval opinion, as expressed in public, seems to make it certain that those enemy ships which survived the battle suffered more heavily than our own. One gunnery officer has compared their plight to that of "a pugilist leaving the ring with both eyes closed, his nose broken, and the wind knocked out of him."—[Photos. by G.N.]



## A War-Ship's Wound "Dressed" with Bedding.



### "WOUNDED" IN THE GREAT NAVAL BATTLE: A GERMAN SHELL-HOLE IN A BRITISH WAR-SHIP'S SIDE.

When a shell penetrates the side of a war-ship, the hole is usually stopped up with mats or shot-plugs, or anything that is handy. In the present case a pile of bedding has been used for the purpose. Another photograph in this number shows the position of this particular shell-hole on the side of the ship. It was above the water-line, and was therefore the less dangerous. The stopping-up

of holes torn by shells or otherwise at or below the water-line is, of course, a matter of much greater importance. For below-water injuries "collision mats" are provided. In spite of some damage, the British Fleet was ready to put to sea again the day after the battle. Admiral Beatty has said: "The Battle-Cruiser Fleet is alive, and has got a very big kick in her."—[Photo. by G.N.]

## At the Camp of the Russians in France.



## A RED-LETTER DAY FOR THE EASTERN ALLY: M. POINCARÉ'S REVIEW—NEWLY UNIFORMED RUSSIANS.

In the upper illustration on this page, President Feincairé is seen arriving to hold a review at the camp of the Russian Contingent in France, which is within easy distance of the Front. The President is the figure on the dais at the saluting-point nearest (left) to the standard-pole. A Russian General is also seen in the photograph. In the lower illustration are Russian soldiers in the

new Western Front uniform and fighting-kit which has been served out to them since their arrival in France. The new equipment differs in details from the field uniform worn by the regiments of the armies on the Eastern Front. Steel helmets of the French pattern have been supplied to the Russians, and they are now armed with the French Lebel rifle in place of their own

*(Continued opposite.)*



## The New fighting Kit of the Russians in France.



*Continued.*

WITH FRENCH HELMET AND LEBEL RIFLE, LIKE THE FRENCH: A RUSSIAN PRIVATE.

service weapon, a common-sense measure adopted owing to the difference in calibre between the rifles of the French and Russian Armies, to prevent any shortage of ammunition when the Russians in France come into action. As seen in the illustration of a private in marching order on this page, the Russians continue to carry their great-coats on *banderols*, according to the Russian Army usage,

over short blouse-jackets fastened after the Russian way with hooks and eyes, and wear French Army gaiters in place of the Russian knee-boots, also for practical reasons. The Russian soldiers on the French front will, no doubt, fight all the better for hearing of the splendid victory won by their comrades in the east over the Austrians in Galicia.—[Photos. by Illus. Bureau.]



## WOMEN AND THE WAR.

"THE women are splendid," said Mr. Lloyd George some time ago. As if women did not know that before. They are not surprised, though a great many men seem to be, that the hand that uses the powder-puff can also help to rule the world—or at least to help England at her task in preventing Germany ruling it—and there is ample testimony to the value of women's services in this direction. Seriously, it is not altogether a compliment, this perpetual astonishment of the male publicist that the women should have proved themselves worth their salt in the great emergency of the war.

It is the object of these articles to sketch the activities of women in various directions connected with the great struggle. The full story must be left till later. When it is told it will astonish England—and Germany too. For Germany made not the least coarse of her mistakes when she imagined that because Englishwomen were not dull, fat, and housewifely in and out of season, like the German frau, they are merely frivolous and giddy. We do not know what Fräulein Schmidt and Frau Schultz are doing. Their best, no doubt. But one may be sure it is a dull, uninventive, routine sort of best as compared with the energetic and creative work of Englishwomen.

We are always being accused of a want of system in our everyday conduct of affairs. A notion was current at one time that women were wanting in initiative and organising

ability. That notion has been dispelled by the events of the war. The frivolities in which women engaged in pre-war days, the freakish entertainments to which they gave their patronage,

their presence at what were once considered essentially masculine entertainments, were amongst the arguments advanced by the undiscerning to prove that they were incapable of sustained effort in serious work. The truth was, of course, that the gay, pleasure-loving Englishwoman of two years ago was no more indifferent to the interests of her country than Drake when he played bowls at Plymouth with the Spanish Armada sailing to destroy our Fleet.

Everybody knows that it is not the woman of society, but the lady's maid, who grumbles most and is most helpless in a wreck or siege. It is, indeed, just the joy of life, the freedom of thought and action that she has enjoyed, that makes the Englishwoman so adaptable; and when the great crisis came on Aug. 4, 1914, she was able at once to throw aside frivolity and devote herself without reserve to the service of her country.

Women knew directly war was declared that their services would be required in capacities other than those of a nurse, though no one had any idea of the extent to which they would be employed in the national interest. They

were not idle long. Within two days of the declaration of war the Women's Emergency Corps came into being, with the object of organising



THE GREAT "WAR FAIR" AT THE CALEDONIAN MARKET, JUNE 6 AND 7: MRS. JOHN ASTOR SELLS ANTIQUES FOR THE WOUNDED.

Photograph by Newspaper Illustrations.



THE GREAT "WAR FAIR" AT THE CALEDONIAN MARKET, JUNE 6 AND 7: LADY MARKHAM, WHO HAD 20,000 TONS OF COAL TO SELL FOR THE WOUNDED.

Lady Markham is the wife of Sir Arthur Markham, M.P. for the Mansfield Division of Nottingham, the Member who "wants to know."—[Photo. by Newspaper Illustrations.]

[Continued overleaf.]

## A Caledonian Market for the Wounded Allies.



### BOUQUETS AND BENEVOLENCE: HOW LADIES PLAYED THE FLOWER-GIRL FOR THE WOUNDED.

Our first photograph shows a picturesque group of helpers (with cozier's harrow) at the great so-called "Jumble Sale," held at the Caledonian Market, Islington, on Tuesday and Wednesday, June 6 and 7, to swell the funds of the Wounded Allies' Relief Committee, when thousands of things were offered for sale, from jewellery and antiques, autographed books and *objets d'art*, to bouquets and

buttonholes, motor-cars and tons of coal. Nothing was too great, nothing too small, to play its part in helping the funds for the Wounded Allies, the attendance was enormous, and the results should prove in the highest degree satisfactory. The "Fair" was a clever idea. Our second picture is of a charming group of amateur flower-sellers.—[Photos. by C.N.]

women's help to deal effectively with whatever emergencies might arise, and to co-operate with the authorities in any way that might be desired.

Millicent Duchess of Sutherland, the Duchess of Marlborough, the Marchioness of Londonderry,

New schemes were devised to meet emergencies outside the scope of normal peace machinery. Work-rooms were opened to help unemployed women. The knitting department opened soon after the outbreak of war expanded quickly. Toy-making employed others; the National Guild of House-craft gave training in domestic work.

The influx of Belgian refugees gave an opportunity of which the Corps took full advantage. Interpreters met the unfortunate victims of German barbarity, armed with lists of lodgings and offers of free hospitality. The clothing department supplied necessary garments, the kitchen section the requisite food. These were but a few of the activities of the W.E.C., numerous branches of which were started in the United Kingdom.

Later, initial emergencies having been dealt with, changes in organisation were made. Schemes that had served their turn were "scrapped," others developed into independent institutions. The work, however, is still going on. The Corps remains true to its original idea of being ready

**WOMEN'S WORK FOR THE WAR: LORD KITCHENER'S SISTER  
AND THE SIGNALLERS CORPS.**

Lord Kitchener's sister, Mrs. Parker, has from the first shown keen interest in various forms of war-work undertaken by women, and our photograph shows her at an inspection of that useful body, the Women Signallers Corps.—[Photo. by Photopress.]

the Countess of Essex, and the Countess of Selborne were a few of the many leaders of Society whose names were connected with the enterprise. Women of all classes flocked to enroll their names in the nation's army of helpers. Within two weeks the corps dealt with over ten thousand offers of personal service from volunteers ready to serve as doctors, dispensers, trained nurses, interpreters, chauffeurs, gardeners, tram and omnibus conductors, lift-attendants, and in various other capacities. This early list is particularly interesting now when "Woman's Sphere" is being enlarged in every direction at the express invitation of many who two years ago would have been the first to oppose their employment.

The first business of the Corps, having enrolled the workers, was to bring them into touch with agencies through which their services could be used to the best advantage, for it was no part of the organisation's plan to overlap with existing institutions, but rather to co-operate with them in every possible way.



**FRENCHWOMEN WORKING FOR SOLDIERS AT THE FRONT: RED CROSS HELPERS.**

Our photograph shows a scene to be found in many parts of France, of constant and patient workers for the Red Cross, who help to keep up the immense store of necessaries for the use of the wounded.

to meet any emergency, and women of leisure are invited to enroll in the Handy Women's department. It is impossible in a single article to do justice to the services rendered by this body.

CLAUDINE CLEAVE.



# The funeral of Lord Kitchener's Secretary—Col. FitzGerald.



## THE CORTÈGE, HEADED BY A BAND OF WOUNDED, PASSING THROUGH EASTBOURNE.

Our first photograph shows the coffin being conveyed from Eastbourne station to All Saints' Church, where the first service was held, before the procession made its way to Ocklynge Cemetery, where the interment took place, on Saturday last, with full military honours. Our second photograph shows the coffin, draped with the Union Jack, and followed by British representatives and the

Attache's of the Allies. His Majesty the King was represented by Lieut.-Colonel Clive Wigram. Colonel FitzGerald was the personal military secretary of Lord Kitchener, and also a personal friend of the great soldier, with whom he was travelling to Russia on the "Hampshire" when that vessel struck a mine and went down off the Orkneys.—[Photos. by L.N.A.]



## Hospital-Ship Work after the North Sea Battle.



## THE TRANSFER OF WOUNDED TO THE HOSPITAL-SHIPS: COMING ALONGSIDE; AND ON BOARD.

In the upper illustration wounded from the battle off Jutland are seen being transferred after the close of the fighting from ships in action to the hospital-ships. Auxiliary light craft took the men on board and, running alongside the hospital-ships, along the cuts up the side while men able to help themselves went on board. The upper deck of one of these, with bandaged men and cot-cases,

is shown. In the lower illustration, a cheerful group of less seriously wounded, with members of the sick-berth staff, are seen on the upper deck of a hospital-ship. At daylight on Thursday (June 1), while the guns of the pursuing cruisers and destroyers could still be heard in the distance, the hospital-ships had begun taking in the wounded.—[Photos. by C.N.]





## Heroic Defenders of Kut who are now in Safety.



### SHOWING SIGNS OF PRIVATIONS: SICK AND WOUNDED FROM THE KUT GARRISON.

The first photograph shows "walking cases" assisted down the gangway by a line of helpers; the second shows a British soldier from Kut talking to friends on arriving in the British lines. The third photograph shows a file of Indian soldiers from Kut going on board a hospital-ship at Baars en route for India. The War Office announced on May 10: "The fourth party of sick and

wounded from Kut, consisting of 281, reached the Headquarters of the Tigris Corps on the evening of May 6, and the fifth party, consisting of 172, on the evening of May 7. The total number of sick and wounded evacuated from Kut in these five parties is 1073. The hospital-ship started for Kut again on the morning of May 8 to bring back the sixth and last party."—[Photos. by C.N.]

## In the Canadian Lines, Close Up at the front.



## NEAR YPRES, WHERE THE CANADIANS FOUGHT: A CAMP THOROUGHFARE; AND THE KITCHEN.

Two camp scenes in Flanders, where some of the Canadians are quartered, close up against the fighting-line at Ypres, are seen above. The upper photograph shows a camp thoroughfare with men off duty. The second shows a section of the lines where the mobile field-kitchen cookers, which accompany the troops on the march and do cooking for the men in camp, are ranged. The

Canadians are "in the limelight" again in connection with the display of endurance they have been—and are still—making—at Ypres. It was in the great battle there, just a year ago, when the Germans first used poison gas, that the Canadian Contingent won its fame for intrepidity. It is adding to that fame by the stand at Ypres now.—[Canadian Official Photograph; supplied by C.N.]